

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A hybrid drive system which transmits output from an internal combustion engine to an output portion and inputs output from a second electric motor to the output portion, the hybrid drive system comprising:

a first electric motor;

a power distribution planetary gear, the power distribution planetary gear having a first rotation element to which output from the internal combustion engine is transmitted, a second rotation element that is operatively linked with the first electric motor, and a third rotation element that is operatively linked with the output portion; and

a plurality of speed steps transmission interposed between the second electric motor and the output portion, wherein ~~a drive power from the second electric motor is adjusted through the plurality of speed steps transmission to assist a drive power distributed from the internal combustion engine through the distribution planetary gear~~the third rotation element is not operatively linked with the output portion via the transmission.

2. (Previously Presented) The hybrid drive system according to claim 1, wherein the transmission is an automatic transmission that includes the plurality of speed steps with different transmission paths.

3. (Original) The hybrid drive system according to claim 2, wherein the transmission is the automatic transmission which outputs a plurality of decelerated rotations produced by different reduction gear ratios.

4. (Original) The hybrid drive system according to claim 3, wherein the transmission has a planetary gear unit that is axially arranged.

5. (Previously Presented) The hybrid drive system according to claim 4, wherein the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially.

6. (Original) The hybrid drive system according to claim 4, wherein the planetary gear unit has at least four revolution elements.

7. (Original) The hybrid drive system according to claim 6, wherein the planetary gear unit is of a Ravigneaux type.

8. (Original) The hybrid drive system according to claim 4, wherein the transmission has at least two friction engagement elements, and the power transmission paths of the planetary gear unit are switched by selecting an actuation of these friction engagement elements, the transmission is housed in a case, the friction engagement elements are a second brake and a first brake that are interposed between the two different elements of the planetary gear unit and the case, and the brakes are arranged in an external diameter side of the planetary gear unit in a surrounding manner.

9. (Previously Presented) The hybrid drive system according to claim 7, wherein the case includes a motor case and an extension housing, for housing the second electric motor, the transmission is housed within a case space wherein a rear end face of the motor case and a front end face of the extension housing are joined, and one of the first and the second brakes is arranged in the motor case, and the other of the first and the second brakes is arranged in the extension housing.

10. (Original) The hybrid drive system according to claim 9, wherein an actuator for actuating one of the second brake and the first brake is arranged in a support portion of the case.

11. (Original) The hybrid drive system according to claim 10, wherein the motor case has a partition wall that serves as the support portion on which a bearing for supporting a

rotor of the second electric motor is mounted, and the actuator is arranged on the partition wall as overlapping the bearing in the axial direction.

12. (Original) The hybrid drive system according to claim 11, wherein the actuator is a hydraulic actuator, the first brake is actuated by the hydraulic actuator, which is arranged on the partition wall of the motor case, and is structured to have a large torque capacity.

13. (Original) The hybrid drive system according to claim 10, wherein the actuator is a hydraulic actuator, the hydraulic actuator is arranged in the support portion of the extension housing and has a double piston structure, and the second brake which is actuated by the hydraulic actuator is structured so as to have a small torque capacity as compared with the first brake.

14. (Original) The hybrid drive system according to claim 8, wherein the planetary gear unit has a common carrier for supporting a long pinion and a short pinion, and the long pinion has a large-diameter gear and a small-diameter gear, and the short pinion is meshed with the small-diameter gear, a first sun gear, and a first ring gear, and the large-diameter gear is meshed with a second sun gear, and the first sun gear is connected with the rotor of the electric motor, and the common carrier is connected with the output portion, and the first ring gear is connected with the second brake, and the second sun gear is connected with the first brake.

15. (Original) The hybrid drive system according to claim 14, wherein the first brake is arranged at the outer radial side of the second sun gear and the large-diameter gear.

16. (Original) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 1, wherein output from the output portion is transmitted to the drive wheel.

17. (Previously Presented) The vehicle according to claim 16, wherein the internal combustion engine is arranged such that a crank shaft thereof is oriented in a longitudinal direction of a vehicle body and is positioned in a front part of the vehicle body, and in a part behind the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in the order rearward from the internal combustion engine, and the drive wheel which is operatively linked with the output portion is a rear wheel.

18. (Currently Amended) A vehicle, comprising:
an internal combustion engine;
a drive wheel; and
a hybrid drive system, wherein the hybrid drive system has a first electric motor, a power distribution planetary gear, a second electric motor and a plurality of speed steps transmission, and output of the second electric motor is input to the output portion, a drive power from the second electric motor is adjusted through the plurality of speed steps transmission, and a drive power of the internal combustion engine, which is distributed through the power distributed-distribution planetary gear, as controlled by the first electric motor to the output portion is outputted to the output portion but not via the transmission.

19. (Original) The vehicle according to claim 18, wherein the internal combustion engine is arranged such that a crank shaft thereof is oriented in a longitudinal direction of a vehicle body, in a front part of the vehicle body, and in a part behind the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in the order rearward from the internal combustion engine, and the drive wheel is operatively linked with the output portion is a rear wheel.

20. (Previously Presented) The vehicle according to claim 17, wherein the crank shaft of the internal combustion engine and the output portion are arranged on an axis, and the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged on the axis.

21. (Previously Presented) The vehicle according to claim 19, wherein the crank shaft of the internal combustion engine and the output portion are arranged on an axis, and the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged on the axis.

22. (Currently Amended) A hybrid drive system which transmits output from an internal combustion engine to an output portion and inputs output from a second electric motor to the output portion, the hybrid drive system comprising:

a first electric motor;

a power distribution planetary gear, the power distribution planetary gear having a first rotation element to which output from the internal combustion engine is transmitted, a second rotation element that is operatively linked with the first electric motor, and a third rotation element that is operatively linked with the output portion; and

a transmission interposed between the second electric motor and the output portion, an output shaft of the internal combustion engine and the output portion are arranged on an axis, and the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged on the axis and in order rearward from the internal combustion engine, wherein the third rotation element is not operatively linked with the output portion via the transmission.

23. (Currently Amended) A vehicle, comprising:

an internal combustion engine;

a drive wheel; and

a hybrid drive system, wherein the hybrid drive system has a first electric motor, a power distribution planetary gear, a second electric motor and a transmission, and the power distribution planetary gear has a first rotation element to which output from the internal combustion engine is transmitted, a second rotation element that is operatively linked with the first electric motor, and a third rotation element that is operatively linked with an output portion, and a transmission interposed between the second electric motor and the output portion, wherein the internal combustion engine is arranged such that an output shaft thereof is oriented in a longitudinal direction of a vehicle body, in a front part of the vehicle body, and behind, in the longitudinal direction, the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in order rearward from the internal combustion engine, and the drive wheel operatively linked with the output portion is a rear wheel, and wherein the third rotation element is not operatively linked with the output portion via the transmission.

24. (Previously Presented) The vehicle according to claim 23, wherein the output shaft and the output portion are arranged on an axis, and the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged on the axis.

25. (Currently Amended) A vehicle, comprising:

- an internal combustion engine;
- a drive wheel; and
- a hybrid drive system, wherein the hybrid drive system has a first electric motor, a power distribution planetary gear, a second electric motor and a transmission, and the power distribution planetary gear has a first rotation element to which output from the internal combustion engine is transmitted, a second rotation element that is operatively linked

with the first electric motor, and a third rotation element that is operatively linked with an output portion, and a transmission interposed between the second electric motor and the output portion, wherein in the power distribution planetary gear, output of the internal combustion engine is output to the output portion by controlling the first electric motor, and then, output of the second electric motor is input to the output portion by changing a speed to a plurality of steps in the transmission, and the output portion is operatively linked with the drive wheel, and the internal combustion engine is arranged such that an output shaft thereof is oriented in a longitudinal direction of a vehicle body, in a front part of the vehicle body, and in a part behind, in the longitudinal direction, the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in order rearward from the internal combustion engine, and the drive wheel is operatively linked with the output portion is a rear wheel, and wherein the third rotation element is not operatively linked with the output portion via the transmission.

26. (Previously Presented) The vehicle according to claim 25, wherein the output shaft and the output portion are arranged on an axis, and the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged on the axis.

27. (Currently Amended) A hybrid drive system which transmits output from an internal combustion engine to an output portion and inputs output from a second electric motor to the output portion, the hybrid drive system comprising:

a first electric motor;

a power distribution planetary gear, wherein output of the internal combustion engine is output to the output portion by controlling the first electric motor; and

a transmission interposed between the second electric motor and the output portion, wherein a crank shaft of the internal combustion engine and the output portion are arranged on an axis, ~~and~~ the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged on the axis and in order rearward from the internal combustion engine, and the output of the internal combustion engine, which is distributed through the power distribution planetary gear, is outputted to the output portion but not via the transmission.

28. (Currently Amended) A hybrid drive system, comprising:

a first electric motor;

a power distribution planetary gear;

a second electric motor; and

a transmission, wherein in the power distribution planetary gear, output of ~~the~~ an internal combustion engine is output to ~~the~~ an output portion as controlled by the first electric motor, and output of the second electric motor is input to the output portion by changing a speed to a plurality of steps in the transmission, and the output of the internal combustion engine, which is distributed through the power distribution planetary gear, is outputted to the output portion but not via the transmission.

29. (Previously Presented) The hybrid drive system according to claim 1, wherein the transmission has at least two friction engagement elements, and actuators for actuating these friction engagement elements, and the hybrid drive system comprises a motor case for housing the second electric motor, and the motor case has a partition wall that serves as a support portion on which a bearing for supporting a rotor of the second electric motor, and one of the actuators is arranged on the partition wall as overlapping the bearing in the axial direction.

30. (Previously Presented) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 29, wherein output from the output portion is transmitted to a drive wheel.

31. (Previously Presented) The hybrid drive system according to claim 29, wherein the friction engagement element has at least first and second brakes, the actuators of which are hydraulic actuators, the hydraulic actuator of the first brake, arranged on the partition wall of the motor case, is a single piston structure, the hydraulic actuator of the second brake is a double piston structure, and the number of brake plates of the second brake is less than the number of brake plates of the first brake.

32. (Previously Presented) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 31, wherein output from the output portion is transmitted to a drive wheel.

33. (Previously Presented) The hybrid drive system according to claim 31, wherein the hybrid drive system has an extension housing, and the second brake and the hydraulic actuator of the second brake are arranged in the extension housing.

34. (Previously Presented) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 33, wherein output from the output portion is transmitted to a drive wheel.

35. (Previously Presented) The hybrid drive system according to claim 1, wherein the transmission has a planetary gear unit, which has a carrier for supporting a long pinion and a short pinion, and a first sun gear and a ring gear that are meshed with the long pinion, and a second sun gear that is meshed with the short pinion, and the second sun gear is connected with a rotor of the second electric motor, and the ring gear is connected with the output portion, and the first sun gear is connected with a first brake, and the carrier is connected with a second brake.

36. (Previously Presented) The hybrid drive system according to claim 1, wherein the transmission has a planetary gear unit, which has a first sun gear, and a first carrier and a first ring gear that are connected to each other, and a second ring gear and a second carrier that are connected to each other, and a second sun gear, and the first sun gear is connected with a rotor of the second electric motor, and the first carrier and the first ring gear are connected with the output portion, and the second sun gear is connected with a first brake, and the second ring gear and the second carrier are connected with a second brake.

37. (Previously Presented) The hybrid drive system according to claim 1, wherein the transmission has a planetary gear unit, which has a carrier for supporting a long pinion and a short pinion, and a first sun gear and a ring gear that are meshed with the short pinion, and a second sun gear that is meshed with a first gear, the long pinion has the first gear and a second gear, and the short pinion is meshed with the second gear, and the sun gear is connected with a rotor of the second motor, and the carrier is connected with the output portion, and the second sun gear is connected with a first brake, and the ring gear is connected with a second brake, and the second sun gear and the carrier is connected through a clutch.

38. (Previously Presented) The hybrid drive system according to claim 35, wherein the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in order rearward from the internal combustion engine.

39. (Previously Presented) The hybrid drive system according to claim 36, wherein the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in order rearward from the internal combustion engine.

40. (Previously Presented) The hybrid drive system according to claim 37, wherein the first electric motor, the power distribution planetary gear, the second electric

motor and the transmission are arranged axially and in order rearward from the internal combustion engine.

41. (Previously Presented) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 35, wherein the internal combustion engine is arranged such that a crank shaft of the internal combustion engine is oriented in a longitudinal direction of a vehicle body, in a front part of the vehicle body, and in a part behind, in the longitudinal direction, of the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in order rearward from the internal combustion engine, and a drive wheel that is operatively linked with the output portion is a rear wheel.

42. (Previously Presented) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 36, wherein the internal combustion engine is arranged such that a crank shaft of the internal combustion engine is oriented in a longitudinal direction of a vehicle body, in a front part of the vehicle body, and in a part behind, in the longitudinal direction, the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the transmission are arranged axially and in order rearward from the internal combustion engine, and a drive wheel that is operatively linked with the output portion is a rear wheel.

43. (Previously Presented) A vehicle, comprising an internal combustion engine; a drive wheel; and the hybrid drive system according to claim 37, wherein the internal combustion engine is arranged such that a crank shaft of the internal combustion engine is oriented in a longitudinal direction of a vehicle body, in a front part of the vehicle body, and in a part behind, in the longitudinal direction, of the internal combustion engine, the first electric motor, the power distribution planetary gear, the second electric motor and the

transmission are arranged axially and in order rearward from the internal combustion engine, and a drive wheel that is operatively linked with the output portion is a rear wheel.